



I-270 North Corridor Study

Public Meeting

Tuesday May 22, 2012

St Louis Community College – Florissant Valley

4-7 pm



Goals and Objectives of the Study:

- Identify and define the transportation problems and needs along the I-270 North corridor, focusing on a 10-mile section of I-270 between McDonnell Blvd and MO 367, and the adjacent roadways.
- Develop system improvement concepts that are both practical and multimodal in scope, with emphasis placed on safety, capacity and traffic flow for all users of the I-270 North corridor.
- Enhance access opportunities and safety along the corridor for transit, bicycles and pedestrians.
- Partner with the communities of North County to implement sound transportation improvement solutions and strategies that enhance economic and community growth.

Three Long-Term (2025-2040) Concepts Identified to take forward to the Environmental Study:

No Build

- Maintains the existing system.

Recommended I-270 North Corridor Improvement Concept in which the Outer Roads Remain Two-way from McDonnell Blvd to MO 367

Improvements:

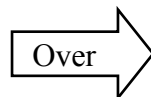
- Rebuild and widen I-270 to four lanes in each direction from US 67 to MO 367.
- Eliminate two-way slip ramps along the North Outer Road (Dunn Rd) between Hanley and MO 367. Replace two-way slip ramps with either round-a-bouts or grade separated braided ramps.
- Maintain the existing transit operations and user trip length.
- Reduce the number of slip ramps on westbound I-270 between Hanley and MO 367.
- Minimal operational improvements to the South Outer Road (Pershall Rd).
- Interchange improvements at US 67 and MO 367.
- Conceptual Estimate:\$350-\$385 Million

Pros:

- Improves safety along North Outer Road by redesigning ramps.
- Provides improved pedestrian and bike facilities along adjacent roadways.
- No adverse travel; distance to businesses and residents will not increase in length.

Cons:

- Limited operational improvements at interchanges on adjacent roads; minimal improvements to travel time at signals.
- Does not address freeway weaving, closely spaced interchange issues.
- Requires significant amounts of additional Right of Way.
- The South Outer Road remains segmented.



Recommended I-270 North Corridor Improvement Concept in which the Outer Roads are Converted to One-way from McDonnell Blvd to MO 367

Improvements:

- Rebuild and widen I-270 to four lanes in each direction from US 67 to MO 367.
- Converts two-way outer roads to one-way outer roads.
- Reduces the number of access points to and from I-270.
- Provides a continuous South Outer Road from McDonnell Blvd to MO 367.
- Interchange improvements at US 67 and MO 367.
- Improves traffic operations at interchanges by reducing the number of signalized intersections and traffic movements.
- U-turn ramps will be considered at most interchanges along the corridor.
- Conceptual Estimate: \$320-\$360 Million

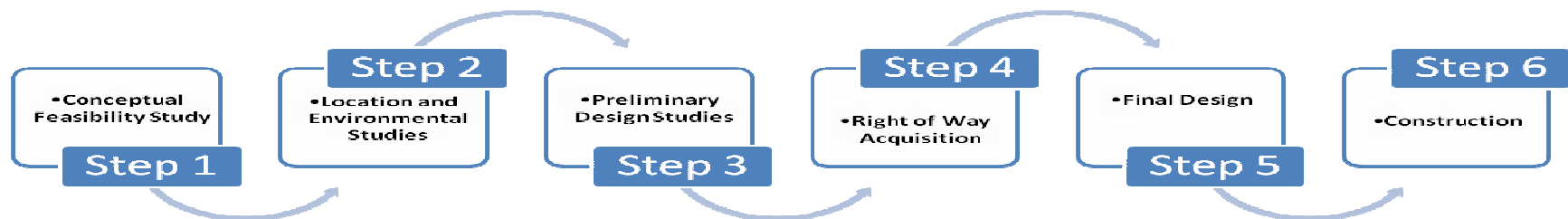
Pros:

- Efficient interchange operations at interchanges on adjacent roads; travel times will be reduced at signals.
- Improves freeway operations.
- Reduces number of signals on arterials.
- Improves safety along North Outer Road by redesigning ramps.
- Requires minimal amounts of additional Right of Way.
- Provides improved pedestrian and bike facilities along adjacent roadways.

Cons:

- Adverse travel; distance to businesses and residents may increase in length.
- Change in access along outer roads.
- Increase operational cost for transit and user trip length.

Project Development Timeline



Funding has not been identified for the Environmental Study, Design or Construction.

Who Do I Contact For More Information?

- Contact MoDOT Area Engineer **Larry Welty** at 1-888 ASK MODOT (275-6636) or e-mail Larry.Welty@modot.mo.gov